

**TECHNICAL ADVISORY COMMITTEE (TAC)
FOR THE
CONGESTION MANAGEMENT PROGRAM (CMP)**

August 18, 2004

MINUTES

The one hundred and forty-ninth meeting of the Technical Advisory Committee (TAC) was held in the Foster City Library, 1000 East Hillsdale Blvd, Foster City. Geoff Kline called the meeting to order at 1:18 p.m.

Member Attendance: (√ = present)

George Bagdon		Craig Ewing		Parviz Mokhtari	√
Fernando Bravo	√	Gene Gonzolo		Meg Monroe	√
Merrill Buck	√	Howard Goode		Ruben Niño	√
April Chan		Corinne Goodrich	√	Van Ocampo	
Dennis Chuck	√	Geoff Kline	√	Larry Patterson	√
Neil Cullen	√	John Lisenko		MRoddin/KFolan	√
Ray Davis	√	Jon Lynch	√	Mo Sharma	√
Mark Duino		Rick Mao	√		

Others attending the meeting were: Ray Towne (Foster City), Richard Napier, Walter Martone and Sandy Wong (C/CAG), Zachary Chop (Caltrans), Duncan Jones (Atherton), Brian Lee (San Mateo County), Joe Hurley (TA), Tom Madalena (San Mateo County Planning), Jim Bigelow (CMAQ), Pat Dixon (TA-CAC), Jeff Georgevich (MTC), Terry Klim (DKS Associates).

1. Public comment on items not on the Agenda

None.

2. Issues from the last C/CAG and CMAQ meetings

- In addition to the items listed on the Agenda, C/CAG has elected Jim Vreeland of Pacifica as a second Vice Chair.

3. Approval of the Minutes from April 22, 2004 meeting

Motion: To approve the minutes. Unanimous.

4. Status on Measure A Reauthorization

Joe Hurley of the SMCTA gave an update on the approval of the Expenditure Plan by the San Mateo County Board of Supervisors. It will be put on the November 2004 Ballot for the voters to decide.

5. Process to integrate Federal Funding with Transportation Development Act (TDA) Article 3 Funding in selection of bicycle and pedestrian projects

Geoff Kline presented the proposal to screen the Regional Program candidate projects locally to determine which projects would compete well in the Regional Program and be transmitted to the Metropolitan Transportation Commission (MTC), the agency which will score individual applications. The Regional Bicycle Program will be financed by Congestion Mitigation and Air Quality (CMAQ) Federal funding. The regional program will be strictly discretionary, meaning that San Mateo County may receive all the \$8 million available in FY 2005/06 and 2006/07 or nothing. The project applications will be judged on their merits in competition with applications from the other eight (8) MTC counties. Geoff Kline also presented a comparison of the various details for the two programs.

Regional projects and Transportation Development Act (TDA) Article 3 Bicycle and Pedestrian projects will have applications due on December 10, 2004. BPAC will score the TDA Article 3 projects. C/CAG staff will do the county level screening of the Regional candidate projects.

6. Proposed policy on traffic forecasting and traffic impact analysis to determine impacts on the Congestion Management Program roadway network

Sandy Wong presented the Draft policy on traffic forecasting and traffic impact analysis to determine impacts on the Congestion Management Program (CMP) roadway network. This draft policy was intended to provide uniform procedures to analyze project impacts on the CMP roadway network and to preserve the performance of the CMP roadway network, which is of Countywide significance. Some questions raised during the discussion include:

- This issue should be tied to an update of the Congestion Management Program.
- Need more consistency between C/CAG and Caltrans definition of “significant” impact.
- What mitigations are required and acceptable?

Overall, the TAC liked the idea of such uniform procedures for traffic impact analysis. However, there was no consensus regarding the policy and standards. Therefore, this item will be brought back to the TAC at a future meeting.

7. Ramp Metering Study 3rd progress report: Local streets analysis findings

Terry Klim of DKS Associates presented the 3rd and last progress report on the Ramp Metering Study. This segment of the report focused on the local streets analysis. In previous reports, it has already been reported that the freeway mainline analysis indicated positive benefits from ramp metering. The local streets analysis was intended to check for potential impacts on local streets. The study findings indicated, in most cases, that change in total volume is insignificant (+/- 2%). In general, metering does not appear to result in a shift in vehicle trips to or from arterials. However, delay time for individual ramps will vary.

TAC members requested additional information such as detail screenline tables and detail travel time. A final recommendation on ramp metering will be brought back to the TAC after the requested additional information is provided.

8. Update to the CMP Land Use Policy

Tom Madalena presented the recommended revisions to the CMP Land Use Policy. As part of the Congestion Management Program (CMP), the C/CAG Board has adopted a policy for how the impacts of land use developments on the CMP roadway network should be addressed. This policy has been in effect since May 2000 and has periodically been revised to reflect new information. The recommended revisions were based on extensive discussions and consultations between staff, local jurisdiction representatives, consultants involved in this issue, and others.

TAC members made one change to the recommended revision to the “Guidelines for Implementing the Land Use Component of the Congestion Management Program” as presented by Tom. The change was: insert “selected” before “principal arterials” as presented at the bottom of page 29 of the packet.

9. Items of interest/new business

None.

Meeting was adjourned at 3:15 p.m.